

April 2.

Sch. Valhalla, 5000 haddock, 1900 cod.  
 Sch. Mertis H. Perry, 8000 haddock, 1900 cod.  
 Sch. Marion, 3000 cod.  
 Haddock, \$2 to \$2.50 per cwt.; large cod, \$4 to \$5; market cod, \$2 to \$3; hake, \$3; cusk, \$1.50; pollock, \$2 to \$3.

#### Portland Arrivals.

The following vessels with fish arrived, Wednesday:

Sch. Katie Palmer, 5000 pounds.  
 Sch. Wesley W. Sinnett, 5000 pounds.  
 Sch. Albert D. Willard, 5000 pounds.  
 Sch. Sylvia M. Nunan, 12,000 pounds.  
 Sch. Robert and Carr, 4000 pounds.  
 Sch. Bernie and Bessie, 3000 pounds.  
 Sch. Fanny Hayden, 4000 pounds.  
 Sloop Minerva, 2500 pounds.

The steam seiner Elthier arrived at Portland Wednesday with an average fare of 5000 pounds of mixed fish. The steamer is one of the best producers in the local market and runs in about every day with a catch mounting up to anywhere from five to ten thousand. Tuesday the steamer arrived at Portland with a cargo of mixed fish which netted the men more than the ordinary and they were all greatly pleased with the results achieved.

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### PETITIONS AGAINST BEAM TRAWLERS.

#### Nova Scotia will Ask Diplomatic Move From Ottawa.

Nova Scotia is up in arms against the steam trawlers. Petitions are being circulated by the score and are being generally signed. The subject is to be considered at Ottawa in a few days and it is expected that the imperial government will be asked to make some diplomatic move in the matter.

In the Canadian House of Assembly last Thursday, Mr. Nickerson gave notice of the following resolution which he will move this week: "That this House deems it imperative to advise the federal government—and it is hereby so advised—of the impending danger to provincial fisheries by the introduction and use, in pelagic waters adjacent to this coast, of devices known as otter trawls, operated by steamers from the British Islands and from France, of which a large influx is contemplated the coming season, thus imperilling our off shore grounds by a method now proved to be most destructive to food fish and their spawn—a fact tacitly admitted by the Dominion government by debarment from the littoral waters that manner of fishing. And it is hereby further resolved that the Canadian government be memorialized to put in motion the powers of diplomacy, through the imperial government, with a view to bringing about an international convention of the countries immediately concerned, for the suppression of this kind of trawling in the open sea."

Petitions by the score are circulating in eastern sections of Nova Scotia against steam trawlers. A Halifax county correspondent writes: "All persons, whether fishermen, merchants or lumbermen or of other occupations, are unanimous in condemning the steam trawler. All readily sign the petitions."

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#### Savage Crabs.

The most savage specimen of the crab species is found in Japan, seeming to dream of nothing but fighting, to delight in nothing half so much. The minute he spies another of his kind he scrapes his claws together in rage, challenging him to the combat. Not a moment is wasted in preliminaries, but at it they go hammer and tongs. It sounds like two rocks grinding against one another as their claws rattle against the hard shells. The sand flies as the warriors push each other hither and thither until at last one of them stretches himself out in the sun tired to death. But he does not beg for mercy or attempt to run away, only feebly rubbing his claws together in defiance of the foe. That foe comes closer, and with his claws trembling with joy at his victory the conqueror catches hold of one claw of the vanquished crab, twists it until it comes off and bears away the palpitating limb as a trophy of his prowess. Such is a battle between warrior crabs.

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## FISH RECEIPTS FOR FEBRUARY.

### Quantities and Values at This Port and Boston.

According to the figures of the United States Fish Commission, 43 fares, aggregating 1,054,862 pounds of fresh fish valued at \$40,876 and 93,120 pounds salt fish valued at \$2938, a total of 1,095,738 pounds valued at \$43,814, were landed at this port during the month of February and 366 fares, aggregating 6,950,300 pounds of fresh fish valued at \$207,955 were landed at Boston for the same month.

The receipts in detail at each port were as follows:

Gloucester.		
	Pounds.	Value.
Fresh cod .....	151,311	\$3,464
Salt cod .....	78,212	2,695
Fresh cusk .....	53,170	850
Salt cusk .....	2,510	63
Fresh haddock .....	571,086	11,626
Salt haddock .....	2,537	30
Fresh hake .....	19,448	223
Salt hake .....	625	8
Fresh pollock .....	11,820	168
Salt pollock .....	8,726	106
Fresh halibut .....	246,827	24,545
Salt halibut .....	510	36

Gloucester.		
	Pounds.	Value.
Fresh cod .....	1,373,600	\$50,569
Fresh cusk .....	166,700	3,766
Fresh haddock .....	4,801,100	127,821
Fresh hake .....	362,100	13,181
Fresh pollock .....	172,600	6,183
Fresh halibut .....	74,200	6,435

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## FRESH FISH TRADE DULL.

### Little Demand for the Small Fares at Boston Today.

The last day of the week finds 26 fresh fish fares at Boston, all but one being shore trips, and some of these are larger than the small off shore fare there in sch. Metamora.

Yesterday the market was very dull there and the dealers were not at all anxious for the live goods at even the low going prices. Today things are about the same, excepting a little flurry on hake, some sales of the latter being made at \$6.

Four of the Provincetown fleet are there this morning, these being the first of the "back of the Cape" fleet to show up at the fish pier this week. It is said that the most of them have been lying in Provincetown waiting for sand eels to strike, and get a supply of them for bait.

Schs. Athena, Richard J. Nunan, Maud F. Silva, Matchless, Annie J. Perry, Flora J. Sears, Victor and Ethan, Leo, Manomet, Flavilla, Ethel B. Penney and Louisa R. Silva have from 10,000 to 23,000 pounds, sch. Richard J. Nunan being high line with the latter amount. The most of the fleet in have small catches.

Haddock are quoted at \$2.50, large cod \$4 to \$5, markets \$2 to \$3, hake \$2.50 to \$6, cusk \$1.50 and pollock \$2.50, with a general dullness prevailing in all lines but hake.

All the market fleet are out on the grounds today, although it does not look like much of a fish day.

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#### Had Heavy Gales.

Capt. Engstrom of sch. Agnes of this port, which arrived at Portland on Thursday, reports a succession of heavy gales on the Banks, leaving but little opportunity for fishing. Though exposed to severe weather about all the trip the only damage sustained was the smashing of one dory.

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#### ANTIQUATED NAVIGATION LAWS.

##### Placing American Owned Vessels Under American Registry.

From the incessant complaints of the American Merchant Marine League and the continuous mouthings of subsidy-mongers generally, one would be led to believe that shipbuilding in this country was a vanishing art, a decadent industry.

It is, of course, to be regretted that we have practically no trans-oceanic shipping under the American flag, but for that we have only ourselves to blame. If we want it we can get it without the expenditure of one red cent in the payment of Government bounties, subsidies, subventions, or anything of the kind. All that is necessary is to so amend our antiquated and senseless navigation laws as to allow American-owned vessels engaged in deep-sea fishing, to operate under American registry, no matter where built. If that were done more than six hundred thousand tons of such shipping would at once be brought under the American flag. Domestic shipping would suffer no injury nor would the ship yards. The latter, on the contrary, would be benefited for the reason that they would get no small amount of repair work where they now get none at all.

But be this as it may, to talk in the face of the facts brought out in the commissioner's report, of the need of subsidies to save the American shipbuilding industry from decadence and destruction is to deal in palpable absurdities. An industry which made a record of development during a 12-months of business and industrial depression unsurpassed in the history of the country and which today stands second only to that of Great Britain, needs no government bounties to sustain it. What American shipbuilders and American shipping do need, and all that they need is a "square deal" at the hands of the Government. Take the shackles off the trade and bring some sanity into our navigation laws, and the American shipbuilding industry and American shipping will soon regain the supremacy which they once held. Nothing more is needed, nothing less will suffice.—Virginia Pilot.

#### Nova Scotia Schooner Overdue.

Considerable anxiety is felt just now in Bellevue's Cove, N. S., over the possible fate of sch. Balzel, which is 36 days out from there, bound for Barbados. Twenty-five days is said to be the limit of time which ought to be taken on the trip. The Balzel is owned by Bellevue Bros. of Bellevue's Cove, and is commanded by Capt. Oliver Bellevue of that place. Philip Comeau, also of Bellevue's Cove, sailed as mate. Besides the captain and mate, the Balzel carried a crew of four men, all of whom belong to the vicinity from which the schooner sailed. The schooner is a three-master, laden with lumber. She left Bellevue's Cove on February 22.

#### Only One Arrival Here.

There is only one arrival here this morning, sch. Buema coming down from Boston with 20,000 pounds of fresh fish to split. Arrivals here since last Saturday number seven, and of these but two were from off shore.

Quite a large number of men have arrived here from the provinces during the week to engage in the fisheries from this port.

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#### Big Codfish.

Henry Ginn, one of the crew of sch. Little Fannie of this port, caught a big codfish off Isles of Shoals yesterday. It was landed at T wharf today, and weighed 55 pounds dressed.

#### Ice Scarce at Provincetown.

The fishing vessels are finding ice scarce at Provincetown. Several have been at this port recently from there for ice and sch. Nettie Franklin is at Boston today for the same purpose.

#### Salt Mackerel Imports.

The imports of salt mackerel at Boston, to date, of the catch of 1908 are 42,895 barrels, against 24,206 barrels at this time last year, of the catch of 1907.

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#### Good Stock.

Sch. Conqueror, Capt. Robinson Giffin, stocked \$1617 net on her recent haddock trip, the crew sharing \$34 clear.



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# FROM THE SEINING FLEET.

No Mackerel Yet Sighted and Weather Continues Bad.

The seining fleet has as yet "not seen a flip" out south and has been up against another spell of hard weather. Better reports are hoped for next week.

A despatch to the Times this morning from its correspondent at Fortress Monroe, Va., states that schs. Avalon, George Parker and Arcadia were there yesterday for shelter. Their skippers report all well on board but bad weather outside, about all the time and no mackerel sighted by any of the fleet.

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## Vessels Sailed.

Sch. A. M. Nicholson, New Bedford.  
Sch. Clara G. Silva, haddocking.  
Sch. Ida S. Brooks, haddocking.  
Sch. Edith Silveira, haddocking.

## Today's Fish Market.

Salt Georges cod, large, \$3.50; mediums, \$3.00.

Bank halibut, 8½ cents per pound for white and 6 cents per pound for gray.

Salt pollock, \$1.00; salt haddock, \$1.00; salt hake, \$1.00.

Splitting prices for fresh fish, Western cod, large, \$1.65; mediums, \$1.40; Eastern cod, large, \$1.55; medium, \$1.30; cusk, \$1.50 for large, \$1.10 for medium and 50c for snappers; haddock, 60c; hake, 60c; pollock, 60c.

Trawl bank cod, large, \$3.25; medium, \$2.75; snappers, \$1.50.

Salt cusk, large, \$2.50; mediums, \$2.00 snappers, \$1.00.

Shore frozen herring for bait, \$2.00 to \$2.50 per cwt.

Round pollock, 50 cts. per cwt.

Newfoundland frozen herring, for bait, \$2.50 to \$3.00 per cwt.

## Fishing Fleet Movements.

Capt. Clifford Hopkins will start in Monday to fit sch. E. C. Hussey for Rips fishing.

Capt. Daniel Rider is fitting sch. Elector for dory handlining.

The new sch. Mary DeCosta is now nearly ready for sea and Capt. Silveira is figuring on taking his bait and ice Monday.

Capt. Hiram Forbes is fitting sch. W. E. Morrissey for dory handlining.

Sch. Conqueror, Capt. Robinson Giffin and sch. Morning Star, Capt. Freeman Decker, will make another trip haddocking before fitting for seining.

Sch. A. M. Nicholson, which was sold from here to New Bedford parties last fall, sailed yesterday for her new home port, where she will be fitted out for a whaling cruise.

## Boston.

Sch. Nettie Franklin, 1000 haddock, 2000 cod.

Sch. Sylvester, 700 cod.

Sch. Athena, 10,000 haddock, 500 cod.

Sch. George H. Lubee, 7000 haddock, 3000 cod.

Sch. Richard J. Nunan, 17,000 haddock, 3000 cod, 3000 cusk.

Sch. North Star, 2000 haddock.

Sch. Nettie, 2200 haddock.

Sch. Little Fannie, 5000 haddock, 400 cod.

Sch. Maud F. Silva, 10,000 haddock, 1000 cod.

Sch. Matchless, 8000 haddock, 6000 cod, 5000 pollock.

Sch. Annie Perry, 18,000 haddock, 2000 cod.

Sch. Emily Sears, 9000 haddock.

Sch. Mary Edith, 7000 haddock, 1000 cod, 1000 hake.

Sch. Flora J. Sears, 11,000 haddock, 500 cod.

Sch. Rita A. Viator, 5000 haddock.

Sch. Victor and Ethan, 13,000 haddock, 4000 cod, 5000 hake.

Sch. Leo, 15,000 haddock, 1000 cod.

Sch. Manomet, 10,000 haddock, 1000 cod, 1000 cusk.

Sch. Flavilla, 8000 haddock, 2000 cod, 1500 cusk.

Sch. Mary B. Greer, 4000 haddock, 1000 cod.

Sch. Rena A. Percy, 1000 haddock, 1000 cod, 5000 hake, 1500 cusk.

Sch. Ethel B. Penney, 10,000 haddock, 3000 cod, 1000 hake.

Sch. Louisa R. Silvia, 6000 haddock, 6000 cod, 10,000 pollock.

Sch. Laura Enos, 1800 cod.

Sch. Olivia Sears, 3500 cod.

Sch. Metamora, 14,000 haddock, 3000 cod, 1000 hake.

Haddock, \$2.50 per cwt.; large cod, \$4 to \$5; market cod, \$2 to \$3; hake, \$2.50 to \$3; cusk, \$1.50; pollock, \$2.50.

## Portland Arrivals.

The following vessels were at Portland Thursday with fresh fish fares:

Steamer Elthier, 5000 pounds.

Sch. Agnes, 9000 pounds halibut.

Sch. Mineola, 10,000 pounds.

Sch. Lizzie May, 5000 pounds.

Sch. Wesley W. Sinnett, 4000 pounds.

April 5.

# WILL TAKE CHARGE OF

## FISH TRADE.

James R. Lenhart Will

Push Department for

Swift & Co.

James E. Lenhart, who has been local manager for Swift & Co. for a number of years, will now give his entire attention to the fish department of that concern's business, while John K. Bateman, who has been in the employ of the company here for some years, will have charge of the company's beef business in this city.

Mr. Lenhart is a firm believer in the fish business, and that the people of the country will use a great deal more of this food staple if they are properly reached so that they will appreciate its value.

He is a tireless worker, and has already built up for the Swift Co. a fine fish trade throughout the country, which will probably grow to greater proportions now that he will be able to give his entire time to it.

Mr. Lenhart is a member of the Board of Trade and a hustling member of its publicity committee, which is now working to boom and advertise Gloucester all over the country.

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# 500 POUND SQUID

Taken in South Channel by Sch. Annie Perry on Trawl.

A giant squid, estimated to weigh 500 pounds was brought up on one of sch. Annie Perry's trawls one day last week while she was on the South Channel fishing grounds. The creature was dead when hauled to the surface, having died, probably, after becoming entangled.

The dorymen towed the creature alongside the Perry, where a strap was passed around it and an attempt to hoist it to the deck was made but the rope cut through the soft flesh and both parts fell back into the sea.

Only one tentacle, with a small portion of the forward body, was saved and landed here.

The Perry's men state that the squid's body was as long as that of a swordfish and as large around as a barrel, and that the eyes were as big as coconuts. The tentacle brought home measured between seven and eight feet in length and was as thick as a man's arm. The captain of the craft saved the back, which latter parrot-bill like object has been secured by David C. Stull, for his museum at Provincetown.

Never before, so far as is known, was a giant squid ever captured with a hook-trawl. As a matter of fact, none has ever before been captured entire in these waters if the fishermen are to be believed.

Occasionally a great squid, measuring sixty, or more feet, has been washed upon the Newfoundland coast; occasionally, too, huge pieces of the flesh of gigantic members of the species have been found floating on the Grand Banks and been used with rare success, as bait by crew of saltfishing vessels. Hundreds of the species of a size nearly approaching that of Perry's capture have on occasion stranded themselves on the Pacific coast. The late Capt. John J. Cook states that while he was in the bark Parker Cook he struck a whale which vomited forth a squid tentacle that floated down across the stern of his boat, extending as far aft on each side as the leading oar thwart. That arm, or tentacle was, he believed 30 feet long.

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## Lost Anchor.

Sch. Cecil H. Low of this port, one of the Georges handline codfishing fleet, has evidently been up against a breeze since leaving port on her present trip for she was at Shelburne, N. S., last Monday and reported the loss of an anchor. She had 15,000 pounds of salt cod on board and obtained permission to purchase an anchor at this port.

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# NOVA SCOTIA BUOY CHANGES.

Important Information for Masters of Fishing Vessels.

The careful attention of all Gloucester master mariners is especially called to the following recent and important changes in buoys near much used ports on the Nova Scotia coast.

The whistling buoy formerly moored six mile S. 56d. W. from Pubnico harbor lighthouse on Beach point, west coast of Nova Scotia, has been replaced by a combined gas and whistling buoy, moored in the same position.

The buoy is of steel, cylindrical, painted in alternate black and white vertical stripes, with the word "Pubnico" painted on the deck, and is surmounted by a pyramidal steel frame supporting the whistle and lantern.

The light is a white light, automatically occulted at short intervals. The illuminant is acetylene, generated automatically.

The whistle is sounded by the motion of the buoy on the waves.

The whistling buoy formerly moored off the entrance to Shelburne harbor, south coast of Nova Scotia, has been replaced by a combined gas and whistling buoy, moored in the same position.

The buoy is of steel, cylindrical, painted in alternate black and white vertical stripes, with the word "Shelburne" painted on the deck, and is surmounted by a pyramidal steel frame supporting the whistle and lantern.

The light is a white light, automatically occulted at short intervals.

The whistle is sounded by the motion of the buoy on the waves.

The whistling buoy formerly moored in the fairway to Liverpool bay, south coast of Nova Scotia, has been replaced by a combined gas and whistling buoy, moored in the same position.

The buoy is of steel, cylindrical, painted in alternate black and white vertical stripes, with the word "Liverpool" painted on the deck, and is surmounted by a pyramidal steel frame supporting the whistle and lantern.

The light is a white light, automatically occulted at short intervals. The illuminant is acetylene, generated automatically.

The whistle is sounded by the motion of the buoy on the waves.

The whistling buoy formerly moored off Northeast shoal, south coast of Nova Scotia, has been replaced by a combined gas and whistling buoy, moored in the same position.

The buoy is of steel, cylindrical, painted black with "N. E. Shoal" in white letters, and is surmounted by a pyramidal steel frame supporting the whistle and lantern.

The light is a white light, automatically occulted at short intervals. The illuminant is acetylene, generated automatically.

The whistle is sounded by the motion of the buoy on the waves.

The gas buoy and bell buoy which formerly marked Thrumcap shoal in the approach to Halifax harbor, south coast of Nova Scotia, have been replaced by a combined gas and bell buoy.

The buoy is of steel, cylindrical, painted red, surmounted by a steel frame supporting the bell and lantern.

The light is a red light, automatically occulted at short intervals.

The illuminant is acetylene, generated automatically.

The bell is rung by the motion of the buoy on the waves.

The whistling buoy formerly moored southwestward of Indian rocks, south coast of Prince Edward Island, has been replaced by a combined gas and whistling buoy.

The buoy is of steel, cylindrical, painted red, surmounted by a pyramidal steel frame supporting the whistle and lantern.

The light is a white light, automatically occulted at short intervals. The illuminant is acetylene, generated automatically.

The whistle is sounded by the motion of the buoy on the waves.

April 5.

## Snow Storm on Brown's Bank.

Several of the large off shore haddockers at T wharf, Boston, this morning, report a very severe snow storm on Brown's bank on Saturday. The snow began to fall about 11 o'clock in the forenoon and did not let up until eight o'clock in the evening. It was very thick and accompanied by a heavy breeze.

## Single Off Shore Arrival.

There is only one arrival here today from off shore, sch. Marsala, Capt. Martin Christiansen, being in from Georges handlining, with a small fare, 9000 pounds of salt cod.